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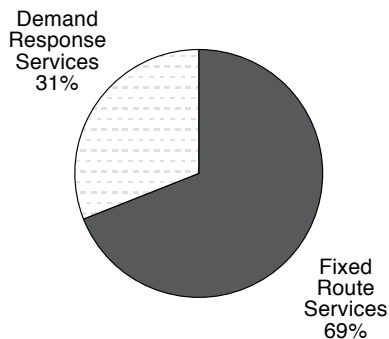
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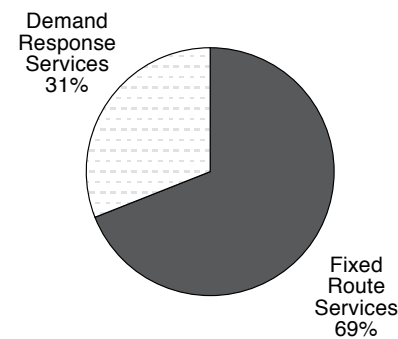
System Snapshot

- Operating Name: Asotin County Transit
- Service Area: Countywide, Asotin County
- Congressional District: 5
- Legislative District: 9
- Type of Government: Public Transportation Benefit Area
- Governing Body: Three-member board of directors comprised of a County Commissioner from Asotin, and two city council members representing Clarkston and Asotin.
- Tax Authorized: 0.2 percent sales based on sales figures from 2001; totaling \$230,000.
- Types of Service: Fixed route service, and a general public Paratransit (Dial-a-Ride) service.
- Days of Service: Weekdays, between 6:00 a.m. and 6:00 p.m.
There are currently no routes on the weekends.

Total Vehicle Hours in 2005



Total Vehicle Hours in 2011



- Base Fare: \$.75 per boarding for fixed route, and \$1.50 per boarding or 30 rides for \$30 on Paratransit services. The fixed route passes are often compensated by local agencies that are often purchased through a voucher to give free ride to their employees and/or clients. Fixed route passes are \$20.00 and are honored for unlimited rides for the month.

Current Operations

Valley Transit is a private, non-profit agency that provides fixed route and Paratransit transportation services from the Asotin/Clarkston area and Lewiston/Moscow, Idaho.

Revenue Service Vehicles

Paratransit – These services are contracted out to Valley Transit.

Facilities

Asotin County contracts out their services including: vehicles, maintenance, storage, and buildings with Valley Transit, and various community organizations.

Intermodal Connections

In addition to Valley Transit providing fixed route services, Garfield County Outreach, based in Pomeroy, provides twice weekly shuttle service to the Clarkston/Lewiston Valley area. From there, passengers are able to take advantage of Valley Transit's fixed route services.

Retired Senior Volunteer Program (RSVP) and Interlink provide shuttle services using their own cars for area transportation needs. The volunteers are recruited, registered, trained, monitored, insured, and reimbursed for mileage by Interlink and RSVP.

Rogers Counseling Center and Asotin County Developmental and Residential Services provide transportation to their clients. However, Rogers Counseling Center does not have ADA compliant vehicles and clients may have to use Valley Transit. Asotin County Developmental and Residential Services are ADA compliant and serve job related needs of their clients.

Many of medical facilities and skilled nursing facilities in Asotin County and surrounding area use Valley Transit as their method for transporting clients and patients, in addition to their fleet of shuttle buses.

The needs of people seeking access to University of Moscow can use Northwestern Trailways, whereas those seeking transportation to the Nez Perce Indian Reservation in Idaho can use and Palouse Clearwater Environmental Institute vanpool vehicles available through COAST. Northwestern Trailways runs one round trip per day Monday through Friday, but the PCEI has access to vanpool vehicles able to take Nez Perce tribal members to the reservation headquarters in Lapwai, Idaho, on a limited weekly basis.

2005 Achievements

- Expanded the hourly City of Clarkston and Clarkston Heights fixed routes.
- Added service to the Asotin County Family Aquatic Center.
- Increased stops and expanded service to and within the City of Asotin.

2006 Objectives

- Secure increased funding to provide weekend routes and hours.
- Provide service to clients in rural Asotin County.
- Purchase additional buses.
- Improve headway times.
- Increase frequency to Asotin.

Long-range Plans (2007 through 2011)

- Secure federal and state operating assistance to improve existing levels of service.
- Replace aging fleet.
- Continue coordination efforts with the current contracted service provider and public service agencies to better serve the transportation needs of residents in Asotin County and the adjacent communities of Garfield, Adams, Franklin, and South Spokane Counties.
- Plan, purchase, and construct an operations and maintenance facility with secured parking for fleet vehicles.

Asotin County Transit

	2005	% Change*	2006	2007	2008	2011
Annual Operating Information						
Service Area Population	20,900	N.A.	N.A.	N.A.	N.A.	N.A.
Fixed Route Services						
Revenue Vehicle Hours	4,113	N.A.	4,524	4,936	5,347	6,170
Total Vehicle Hours	4,372	N.A.	4,810	5,247	5,684	6,558
Revenue Vehicle Miles	49,758	N.A.	54,734	59,710	64,685	74,637
Total Vehicle Miles	52,895	N.A.	58,185	63,474	68,764	79,343
Passenger Trips	23,049	N.A.	25,354	27,659	29,964	34,574
Diesel Fuel Consumed (gallons)	3,376	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	2,467	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	2.0	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$148,589	N.A.	\$163,447	\$178,306	\$208,024	\$237,742
Farebox Revenues	\$11,280	N.A.	\$12,408	\$13,536	\$14,664	\$16,920
Demand Response Services						
Revenue Vehicle Hours	1,859	N.A.	2,045	2,231	2,417	2,789
Total Vehicle Hours	1,976	N.A.	2,174	2,371	2,569	2,964
Revenue Vehicle Miles	24,837	N.A.	27,321	29,804	32,288	37,256
Total Vehicle Miles	26,402	N.A.	29,042	31,682	34,322	39,603
Passenger Trips	7,321	N.A.	8,053	8,785	9,517	10,982
Gasoline Fuel Consumed (gallons)	3,090	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	1.3	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$98,974	N.A.	\$113,821	\$123,718	\$138,564	\$158,359
Farebox Revenues	\$4,369	N.A.	\$4,806	\$5,243	\$5,679	\$6,553

* Beginning in 2005, Asotin County Transit is reporting data for the first time.

	2005	% Change*	2006	2007	2008	2011
Annual Revenues						
Sales Tax	\$380,986	N.A.	\$415,275	\$427,733	\$444,842	\$484,878
Federal Section 5307 Operating	\$380,956	N.A.	\$195,300	\$204,480	\$214,090	\$246,205
Sales Tax Equalization	\$92,000	N.A.	\$92,000	\$96,500	\$96,500	\$110,975
Total	\$853,942	N.A.	\$702,575	\$728,713	\$755,432	\$842,058
Annual Operating Expenses						
Annual Operating Expenses	\$247,563	N.A.	\$277,268	\$302,024	\$346,588	\$396,101
Other	\$0	N.A.	\$28,035	\$28,280	\$28,525	\$39,315
Total	\$247,563	N.A.	\$305,303	\$330,304	\$375,113	\$435,416
Debt Service						
Interest	\$1,734	N.A.	\$0	\$0	\$0	\$0
Principal	\$40,500	N.A.	\$0	\$0	\$0	\$0
Total	\$42,234	N.A.	\$0	\$0	\$0	\$0
Annual Capital Purchase Obligations						
Federal Section 5307 Capital Grants	\$0		\$228,000	\$308,000	\$336,000	\$320,000
Sales Tax Equalization	\$15,000		\$92,000	\$92,000	\$84,000	\$80,000
Capital Reserve Funds	\$0		\$100,000	\$0	\$0	\$0
Total	\$15,000	N.A.	\$420,000	\$400,000	\$420,000	\$400,000
Ending Balances, December 31						
Unrestricted Cash and Investments	\$119,481	N.A.	\$96,752	\$119,983	\$75,161	\$81,803
Capital Reserve Funds	\$0	N.A.	\$100,000	\$0	\$0	\$0
Total	\$119,481	N.A.	\$196,752	\$119,983	\$75,161	\$81,803

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Performance Measures for 2005 Operations

	Fixed Route Services		Demand Response Services	
	Asotin County Transit	Rural Averages	Asotin County Transit	Rural Averages
Fares/Operating Cost	7.59%	13.75%	4.41%	3.79%
Operating Cost/Passenger Trip	\$6.45	\$5.05	\$13.52	\$21.96
Operating Cost/Revenue Vehicle Mile	\$2.99	\$4.14	\$3.98	\$4.85
Operating Cost/Revenue Vehicle Hour	\$36.13	\$71.45	\$53.24	\$61.76
Operating Cost/Total Vehicle Hour	\$33.98	\$66.55	\$50.09	\$56.53
Revenue Vehicle Hours/Total Vehicle Hour	94.07%	93.49%	94.07%	92.37%
Revenue Vehicle Hours/FTE	2,057	1,063	1,487	1,245
Revenue Vehicle Miles/Revenue Vehicle Hour	12.10	18.25	13.36	14.04
Passenger Trips/Revenue Vehicle Hour	5.6	19.1	3.9	3.1
Passenger Trips/Revenue Vehicle Mile	0.46	1.24	0.29	0.23